

STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

OCTOBER 11, 1960

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STATE FAIR

This year the Department again participated in the New Jersey State Fair to the extent of erecting and maintaining an exhibit in the State Building at the fair grounds. Our exhibit focused on relating the Interstate freeway construction in New Jersey to the Nationwide Interstate System.

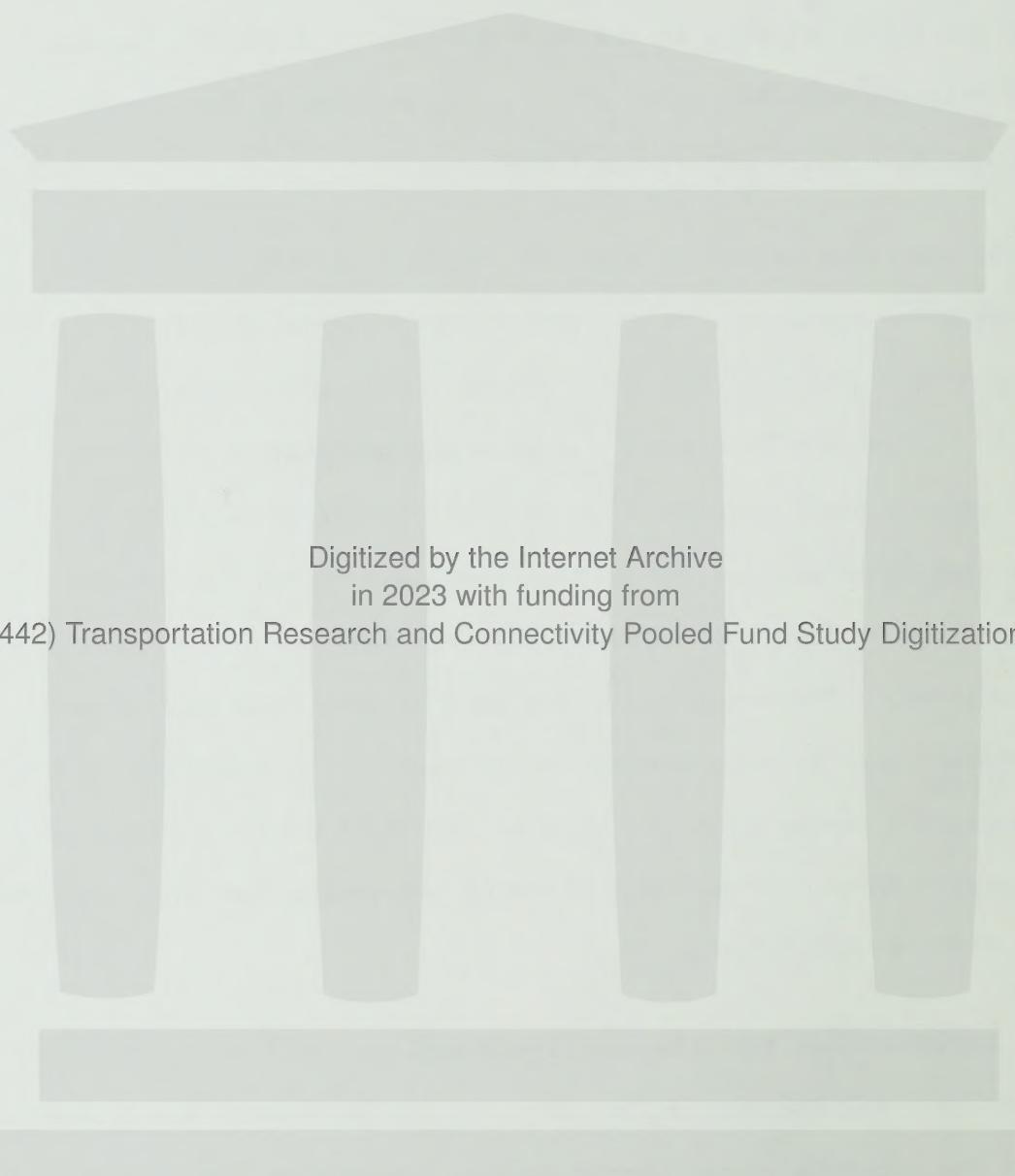
This was accomplished by dividing the main display area roughly into three sections. At the extreme left a panel contained a map of the United States which showed the general location of the proposed new Interstate freeways and explanatory statements concerning their purpose. The central part of the exhibit was devoted to an outline map of New Jersey and showed the general locations of Interstate freeway segments that are to be built in New Jersey. The remainder of the main display consisted of six separate panels, each showing one or more of the Interstate routes within New Jersey in rough outline. Cardinal points concerning each and brief explanatory statements concerning them were included on each of these panels.

As separate side exhibits our layout included full scale models of the low-level lighting units in use on the Manahawkin Bay Bridge and the concrete center barrier now in use on over 80 miles of state highways.

The informational material concerning the National System of Interstate and Defense Freeways and our barrier curb construction was

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STATE FAIR, cont'd.

distributed along with the new State Highway Map to the public.

Copies of this informational material and a photograph of the exhibit are included elsewhere in this report.

HURRICANE DONNA

A considerable amount of local flooding in some sections of the state highway system occurred as the result of hurricane Donna which traversed the entire state during the middle of last month. The greater part of the difficulty encountered, however, resulted from winds accompanying the storm. Along with the fallen trees, of course, were utility lines and poles. Our maintenance forces, however, worked hard and long to keep the highway system opened wherever possible and to reopen it as quickly as possible in those locations where it was necessary to divert traffic to alternate routes. The storm required the removal of more than one hundred trees and a considerable amount of tree pruning in the aftermath of the storm.

INTERSTATE ROUTE 78

During the past month we received bids on paving another five miles of Interstate Route 78. This project is a follow-up on grading of the Route through the Jugtown Mountain area.

It will be recalled that the grading contract involved shifting the largest amount of earth and rock yet undertaken by the Department

INTERSTATE ROUTE 78, cont'd.

in a single contract. This project is now nearly one hundred per cent completed.

The paving project will cover the same ground as that included in the grading job, namely from Route 22 at Bloomsbury easterly through Jugtown Mountain to a connection with Route 22 at Mulhockaway Creek. Completion of this project, which is expected to require about one year, will mean eliminating the need for through heavy trucking and passenger vehicles to climb the steep grades of Route U.S. 22 in crossing Jugtown Mountain and traverse the winding two-lane existing highway section between West Portal and Bloomsbury.

The new freeway section at its westerly end connects with the Bloomsbury to Still Valley portion of the route that was opened to traffic last October.

BRIDGE DECK EXPERIMENT

During the winter months a most hazardous driving condition occurs frequently due to the differential in time between the formation of ice on roadway pavements and bridge decks. It is not at all unusual for a motorist riding on a still wet highway to encounter ice on a bridge deck. This is, of course, due to the fact that the underside of the bridge deck is exposed to the elements and therefore any freeze-up can occur with greater rapidity than is the instance with roadway pavements.

BRIDGE DECK EXPERIMENT, cont'd.

In order to aid in resolving this problem as much as possible within feasible limits, the Department this month cooperated with a private concern working in this field. As an experiment we permitted the installation of a layer of Urethane foam to the underside of one of our Route 78 overpasses at Clinton. This foam, when set up, resembles sponge rubber and runs from three to five inches thick. The installation was on the underside of the deck that services eastbound traffic only in order that a comparison may be made as to freezing and thawing temperatures on the insulated and uninsulated decks. We understand that similar experiments are being made in various other states.

ROUTE 208 OPENING

On Friday, October 7, the operations of our contractor were sufficiently advanced to permit opening of a 1.5 mile key section of Route 208. This opening made the route a continuous 9 mile facility between Route 4 in Fairlawn and Colonial Road in Franklin Lakes, both in Bergen County.

The newly opened section extended between two Route 208 portions that were previously made available to traffic. The southern two and one half mile finished portion extended from Route 4 to Maple Avenue, Glen Rock, and the northerly 5 mile previously completed section picked up from the westerly limit of the project and extended

ROUTE 208 OPENING, cont'd.

to Colonial Road. Funds have been provided in this year's program for extending the new route another 1.3 miles to a direct connection with Route U.S. 202 in Oaklyn. We expect this work will get underway by next summer.

INTERSTATE ROUTE 80

There were two significant advances relative to our Route 80 construction in the Denville-Dover-Netcong area of Morris County this month.

On October 7 another four mile section of the route was made available to traffic use. This new 6-lane dual freeway section extends from Route 15 in Wharton westerly to Howard Boulevard in Mt. Arlington. The opening boosted total mileage of completed Route 80 in this area to 8.4 miles. A 4.7 mile portion of the freeway extending from Route 15 to Route 46 at Denville was opened last October. A complete 10 mile bypass of the Dover area via the freeway will be available next summer upon completion of another 1.7 mile westerly extension of the freeway that is now under construction between Howard Boulevard and Landing Road in Roxbury. The Landing Road connections to Route 46 will be provided to effect use of the freeway connections as a bypass of the Dover area.

The second significant item concerns our advertisement for bids on another Route 80 contract that will extend the freeway yet another 3 miles to the west and eliminate the necessity of present Route 46 traffic

INTERSTATE ROUTE 80, cont'd.

to travel through the heavily built-up section of Route 46 at Netcong. Bids on this construction will be received on October 13.

CONSTRUCTION SUMMARY

The total amount of construction that the Department has undertaken continues at a high level. At the present time we have 57 separate road projects underway. The total dollar value represented is in excess of \$91 million. This total is expected to rise sharply in the near future with the award of several contracts for work on Interstate Routes 80 and 95 in the area between New Jersey Route 17 and George Washington Bridge. Among these projects will be construction of a huge interchange adjacent to the George Washington Bridge and building the foundation and substructure for an 1,800 foot long 10-lane bridge over the Hackensack River between Hackensack and Bogota.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

Sept. 13 - Met with the Governor, State Treasurer and members of his staff and staff members of the Highway Department regarding the purchase of rock salt and calcium chloride.

Sept. 14 - Meeting with regard to disposition of encroachments on our rights of way and the establishment of new regulations to be carried out.

Reviewed financial, legal and engineering aspects with regard to the proposed freeway between Camden and Atlantic City.

Sept. 16 - Met in Newark with officials for reviewing Newark's planning program and its relationship to the north-eastern area survey that we are now beginning to undertake.

At CBS studio in New York for video tape recording of transit program to be presented the following Sunday (September 18).

Sept. 17 - Reviewed right of way and other aspects regarding the Susquehanna and West Shore Railroads to crystalize future plans regarding the carriers.

MEETINGS, cont'd.

Sept. 19 - Visited by Mr. Arne C. Whiprud, Executive Director of New York Office of Transportation, for discussion of transit matters affecting New York and New Jersey.

Sept. 20 - Cabinet meeting.

Executed New York and New Jersey Railroad contract that will expire August 29 of next year.

Sept. 21 - Attended meeting in the Governor's office at Albany with Port Authority officials and Mr. Whiprud re matters affecting bi-state transportation.

Sept. 22 - Met in Bayonne with Mayor Brady and several prominent citizens of that area to discuss possible effects of Central Railroad ferry termination and how best to handle eastbound Bayonne area commuters in such an event.

Sept. 23 - Meeting here with Senator Grossi of Passaic County and representatives of the Erie Railroad for the city of Passaic for discussion of grade crossing eliminations on Main Street, Passaic, and the possible inclusion of Getty Avenue on the Secondary Highway System as well as converting it to a one-way street.

MEETINGS, cont'd.

Sept. 26 - Met with representatives of the Contractors Association regarding matters related to contractors' bidding on state projects.

Sept. 27 - Met in New York with representatives of the city concerning transit and other area matters.

Sept. 29 - Reviewed certain matters affecting the Delaware River Joint Toll Bridge Commission with members of the Commission.

Delivered principal address at "kick-off" meeting for Paterson United Fund Drive.

Sept. 30 - Reviewed with accountants railroad passenger costs as applied to the Pennsylvania Railroad.

Oct. 3 - Visited by Messrs. McMurray and McCullough of the Delaware River Port Authority for discussion of problems effecting Delaware River crossings within their area of jurisdiction.

Departmental budget meeting.

Oct. 4 - With Port of New York Authority officials met in the office of Judge Dawson, Receiver of the Hudson and Manhattan Railroad, re Port Authority interest in the H & M.

MEETINGS, cont'd.

Oct. 5 - Delivered address and participated in discussion of the New York Regional Planning Association at the Hotel Roosevelt in New York City.

Oct. 6 - Met here with Senator Lance and Hunterdon County Freeholders re Sergeantsville Covered Bridge.

Met in New York with officials of the Lehigh Valley Railroad for discussion of plans relative to continuing Flemington to New York service of that rail line.

Oct. 7 - Budget meeting.

Review of matters relating to the Essex East-West Freeway (Interstate Route 280).

Oct. 8 - Delivered address at Newark Historical Society meeting that launched Railroad Month declared by Mayor Carlin.

Oct. 10 - In Union City with members of staff and Port of New York Authority for discussion of air rights over Union City.

Met with New Jersey Association of Freeholders in the Mercer County Court House.

Oct. 11 - Met with State Chamber of Commerce representatives in the New York Metropolitan Club re transit.

BIDS RECEIVED

| | | |
|----------------------------|---|-----------------|
| Sept. 22 - | Palisades Avenue Bridge over Ravine Road Jersey City, Hudson County. <u>SCHIAVONE CONSTRUCTION CO., Secaucus</u> | \$ 241,184.00 |
| Sept. 22 - | Route 10 Grading, Paving, Resurfacing and Bridge over Canoe Brook Livingston Township, Essex County <u>P. T. & L. CONSTRUCTION CO., Secaucus</u> | 582,771.74 |
| Sept. 29 - | Interstate Route 287 Electrical Installations Route U.S. 22 Interchange to and including River Road Interchange. Somerset and Middlesex Counties <u>LIGHTNING ELECTRIC SERVICE CO., Newark</u> | 398,768.45 |
| Oct. 6 - | Route 28 Widening and Resurfacing Middlesex and Bound Brook Somerset and Middlesex Counties <u>FRANKLIN CONTRACTING CO., Little Falls</u> | 1,071,975.50 |
| Oct. 6 - | Washington Valley Road Reconstruction Bridgewater Township Somerset County. <u>JANNARONE ENGINEERING CO., Matawan</u> | 82,461.44 |
| Oct. 6 - | Interstate Route 78 Paving and Incidental Work Bloomsbury, Bethlehem, Union Township Hunterdon County. <u>YONKERS CONTRACTING CO., Yonkers, N.Y.</u> | 2,127,704.19 |
| <u>Total Bids Received</u> | | \$ 4,504,865.32 |

CONTRACTS AWARDED

| | | |
|------------|--|-----------------|
| Sept. 22 - | Interstate Route 287 Grading, Paving and Bridges River Road - Stelton Road S. Plainfield, Piscataway Township Middlesex County. <u>POIRIER & MCLANE CORP., New York City</u> | \$ 4,274,495.40 |
| Sept. 29 - | Route 10 Livingston Circle - Teed Road Grading, Paving, Resurfacing and Bridge over Canoe Brook. Livingston Township, Essex County. <u>P.T. & L. CONSTRUCTION CO., Secaucus</u> | 582,771.74 |
| | Total Contracts Awarded | - |
| | | \$ 4,857,267.14 |

BIDS TO BE RECEIVED

- Oct. 13 - Interstate Route 80
Grading and Paving
Route 46 to Landing Road Interchange
Mount Olive and Roxbury Townships,
Netcong, Morris County.
- Oct. 20 - Route 35
Grading and Paving
Eisenhower Avenue to Curtis Point Drive
Dover and Brick Townships, Lavallette
Ocean County.
- Oct. 20 - Interstate Route 78
Removal of Buildings
Troy Village - Briant Avenue
Springfield Township, Union County.
- Oct. 20 - Route 9 (New Road)
Drainage
Linwood and Pleasantville
Atlantic County.
- Oct. 27 - Roosevelt Boulevard Bridge
Bridge over Crook Horn Thorofare
Ocean City and Upper Township
Cape May County.
- Oct. 27 - Interstate Route 80 (Re-Adv.)
Demolition of Buildings
East Paterson, Bergen County.

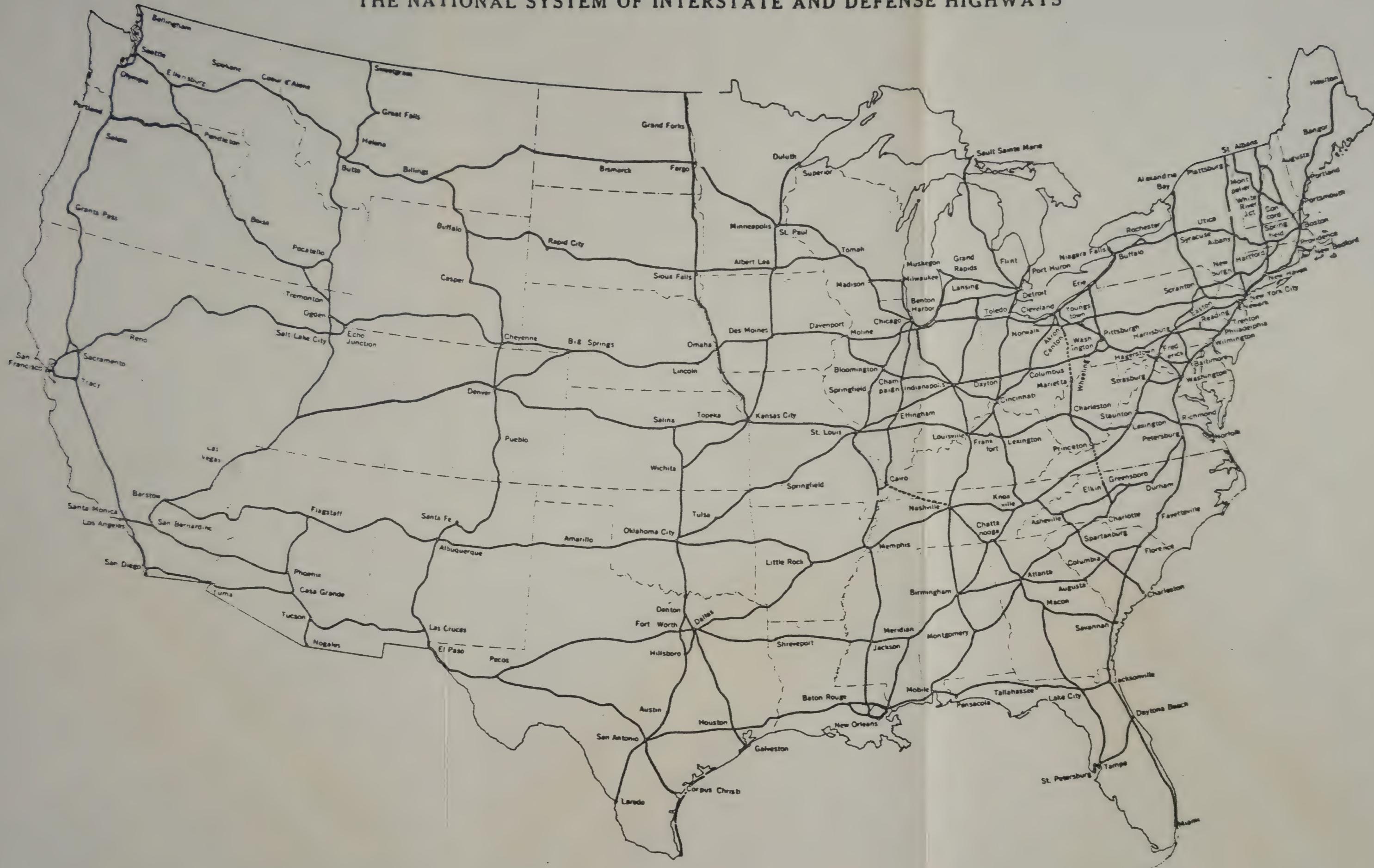
NEW JERSEY STATE HIGHWAY DEPARTMENT



1960 STATE FAIR EXHIBIT



THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



OCTOBER 1958

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

The Federal Government, through the Bureau of Public Roads, U. S. Department of Commerce, and the States are engaged in the biggest peacetime public works program ever undertaken in world history—construction of the National System of Interstate and Defense Highways. Crisscrossing the nation with 41,000 miles of expressways, this Interstate System will connect 90 percent of all cities of over 50,000 population. Most of the routes will be 4-lane divided highways, growing to 6 and 8 lanes in and near metropolitan areas. Where 2-lane roads are built, in sparsely settled areas, provision will be made for expansion to a 4-lane divided highway when traffic warrants.

Access will be controlled throughout the entire system, with entry only at carefully selected locations. Traffic interchanges, overpasses, and underpasses will eliminate all grade crossings, both highway and railroad. It will be possible to drive coast to coast without encountering a traffic light or a stop sign. There will be no commercial facilities with direct entrance to an Interstate route, but signs will alert the motorist when he approaches connecting roads leading to gas stations, restaurants, and motels.

The Interstate System, although it constitutes only little more than 1 percent of the nation's total road and street mileage, will carry 20 percent of all traffic. Design and construction are being planned to provide roadways that will adequately handle the traffic volumes of 1975, when more than 100 million motor vehicles are anticipated (as compared with 67 million in 1957).

The need for such a system was first described by the Bureau of Public Roads in a report to Congress in 1939 and was further justified in subsequent studies. Acting on these recommendations, the Congress in 1944 directed the designation of a system "so located as to connect by routes, as direct as practicable, the principal metropolitan areas, cities, and industrial centers, to serve the national defense, and to connect at suitable border points with routes of continental importance in the Dominion of Canada and the Republic of Mexico."

The general locations of the routes comprising the system were selected, after careful study, by the State highway departments and with the approval of the Bureau of Public Roads. Federal-aid funds provided for construction of the system, however, were meager in proportion to the work to be done.

President Eisenhower, in a bold message in 1954, proposed a far-reaching program of highway improvement, including completion of the Interstate System. Congress, by the Federal-Aid Highway Acts of 1956 and 1958, launched the program and authorized \$25.6 billion over a 13-year period for construction of the system. These funds are being matched by the States on a 90-percent Federal, 10-percent State basis.

To finance this greatly expanded Federal-aid highway program, Congress increased the Federal gasoline and other automotive taxes for a 16-year period. For the average motorist, the added cost will be about \$9 a year. Is it going to be worth it? The answer is pretty obvious on today's congested highways. We have been paying dearly for our inadequate roads—not just in frazzled nerves and personal inconvenience and time and gasoline wasted, but in the prices of everything we buy and sell. Studies of existing freeways show that their cost is balanced out by savings in vehicle operating expenses in less than 10 years time.

The safety factor alone is sufficient reason for building the Interstate System, for one of its benefits will be a saving of 4,000 lives a year. Accident rates on freeways are one-third of those on other roads with comparable traffic.

A wide range of economic benefits will result as byproducts of the Interstate System construction. There will be many more jobs in road building, and great increases in supporting industries such as steel, aggregates, cement, bituminous materials, and construction equipment and machines. All of this will have its effect in terms of payrolls and purchasing power.

Of even longer range in economic benefit will be the developments along the Interstate routes. Existing freeways tell an inspiring story of economic growth, both industrial and residential. Since an essential feature of the System is the control of access, the factories and homes which will spring up will feed their traffic into the main stream only at interchanges, without creating slow-downs, congestion, or interference. About 70 percent of the Interstate System will be built entirely on new location, thus creating countless opportunities for business.

The advantages that the Interstate System will have for long-range travel—truck, bus, and passenger car—are obvious. Vacation and business travel will take much less time, and with greater comfort and less strain. Deliveries will be faster; truck operation more productive. The routes will be important parts of the production, assembly, and distribution lines of business and industry.

But the System will have vast advantages for the cities, too. These broad arteries will go into and through our large cities, helping to wipe out today's traffic jams, speeding commuters and shoppers from the suburbs. Bypasses will take through traffic around large cities, separating it from traffic headed downtown. The System routes will bypass smaller cities and towns, providing access to them but taking through traffic off the congested business streets and thereby freeing them for local traffic of a more profitable nature.

The Interstate System will have far-reaching effects on our whole road and street system. A large proportion of them will feed traffic into these great trunk roads. And, capably handling the concentrated streams of traffic, the System routes will do much to relieve congestion on parallel roads and streets.

A recent exhaustive study indicated that the total cost of the Interstate System will be about \$40 billion, or \$10 billion more than originally contemplated. The program is revolutionary and the problems faced are tremendous: Future traffic needs must be estimated and detailed locations must be selected to best serve them; the ideas of cities, counties, and planning agencies must be evaluated and reconciled; surveys must be made, and plans drawn; complicated interchanges and bridges must be designed; the rights-of-way and access control must be acquired—all of these before a shovelful of dirt is moved.

Every modern technique known—including use of the electronic "brain"—is being used to speed the job. Wherever possible, the points of critical congestion are being attacked first. The program is gathering speed as it moves forward, and is progressing on schedule.

The Interstate System will give new freedom and new speed and safety to the movement of people and goods. It will stimulate business growth that staggers the imagination, and will enrich the lives of every family in these United States.

**SAFETY
CONSTRUCTION
SUMMARY
(1954 to Aug. 31, 1960)**

| | Completed and Underway |
|-----------------|-----------------------------------|
| Center Barriers | 84 miles |
| Creeper Lanes | 35 units |
| Jug Handles | 233 units |
| Overpasses | 229 units |

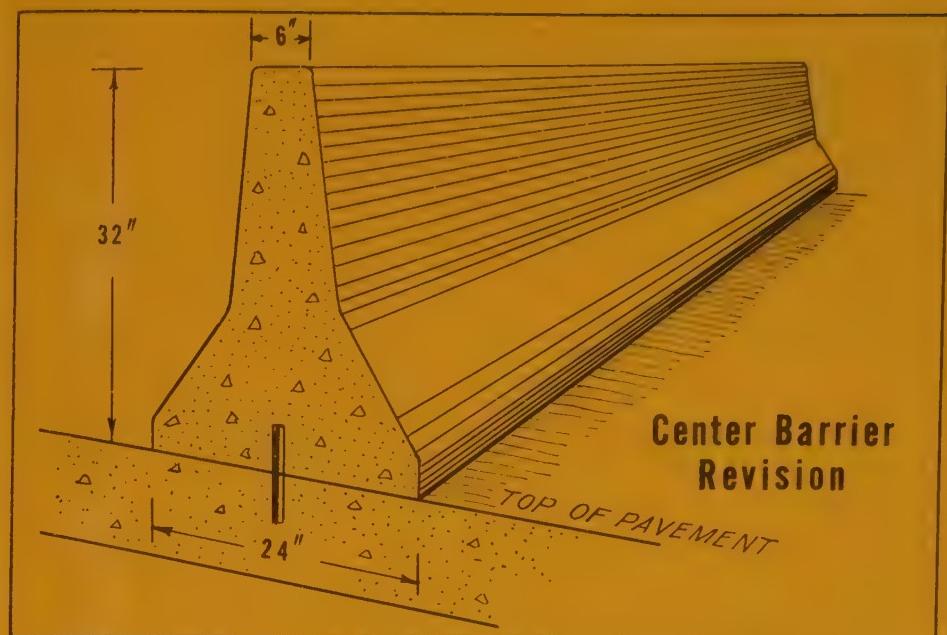
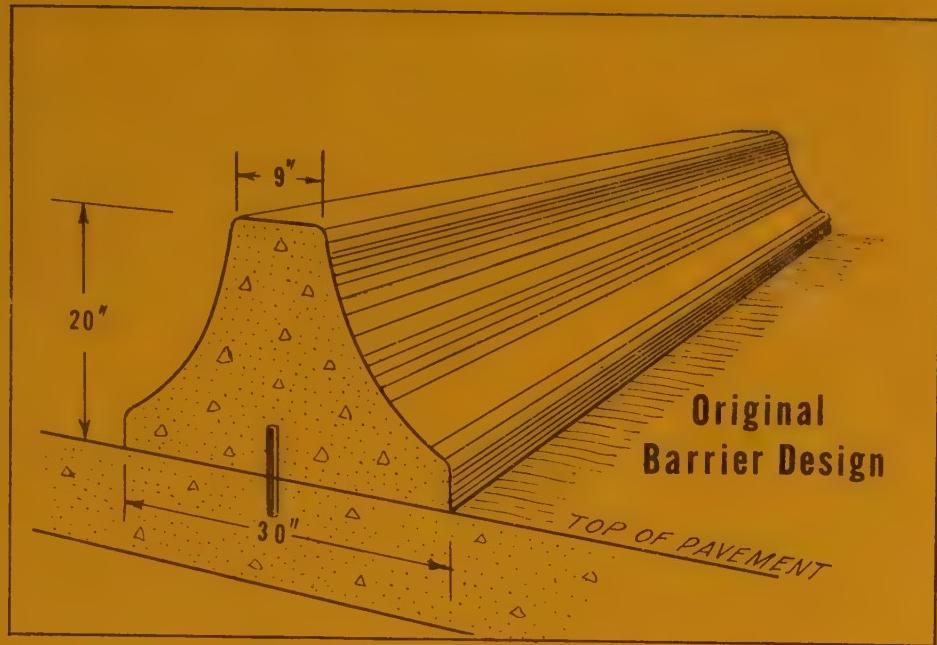
In addition the Department has a new policy regarding highway shoulders. The three parts of this policy are: (1) 10-foot minimum shoulder width on all new highways. (2) All existing shoulders to be widened to a minimum of 8 feet preferably 10 feet. (3) All existing shoulders to be stabilized to provide a firmer travel surface.

Another very important safety accomplishment has been the painting of reflecting white lines on the outer edges of all the 1,838 miles in the system. These lines are in addition to the normal center line and traffic lane delineations. The outer edge markings have been particularly effective in outlining the road limits to motorists who are forced to travel during periods of heavy fog.

center barriers

**NEW JERSEY
STATE HIGHWAY
DEPARTMENT**

bureau of
public information



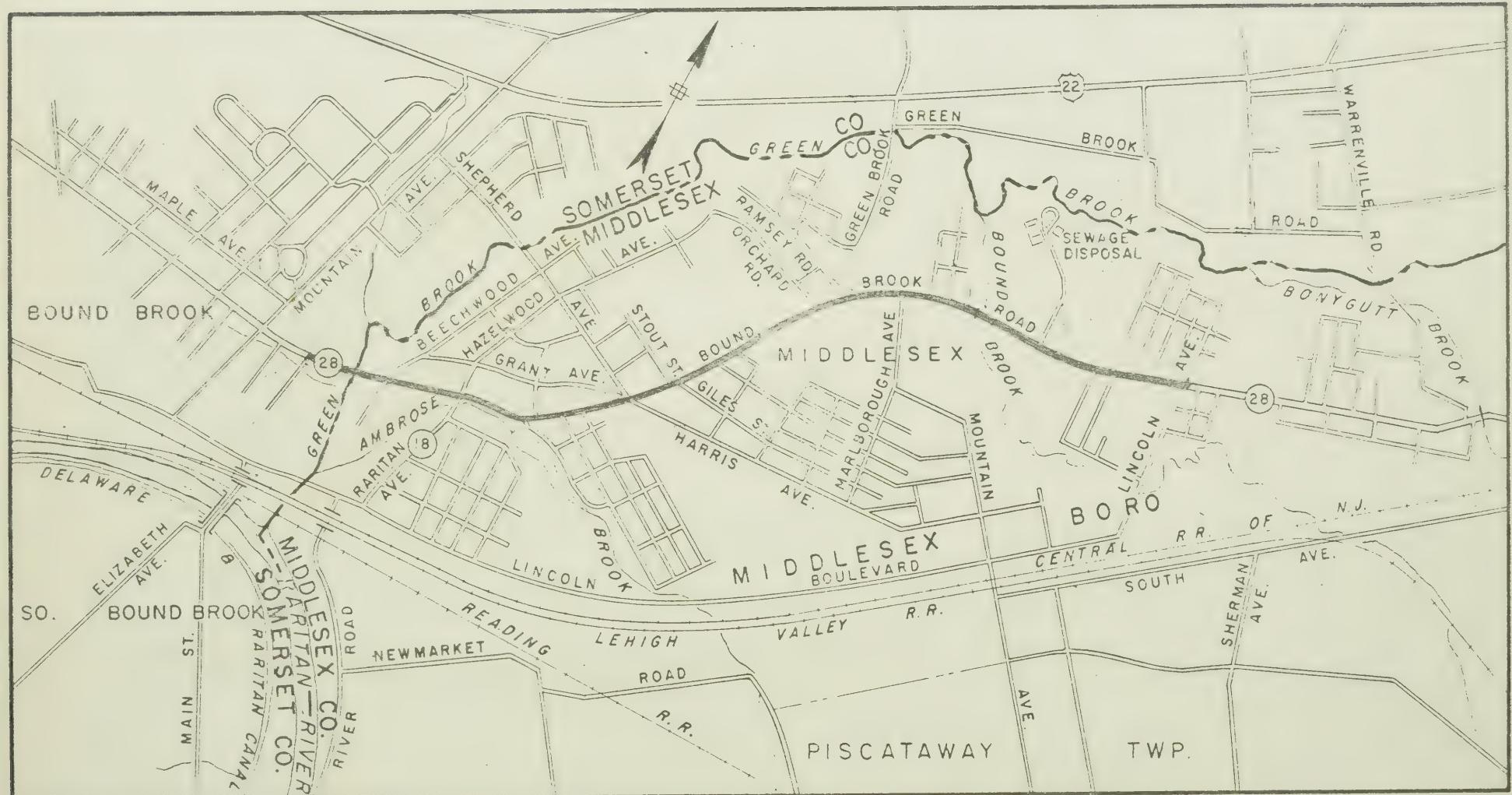
Within the past 5 years the State Highway Department has constructed centerline barriers as a positive means of eliminating head-on collisions on many undivided and overburdened routes. A total of 84 miles of barriers have been erected to date with the program continuing at an accelerated pace. Several types of barriers were experimentally installed but the most commonly used is solid concrete, 30 inches wide at its base and extending 20 inches above the pavement. A new type now in use is 24 inches wide at the base and 32 inches high.

Overall the results have been dramatic to say the least.

On Route 4 in Englewood, where 48 to 50 thousand cars a day use the highway, there were 6 fatalities in the 33 month period preceding erection of the barrier. All were due to cars crossing the centerline. There has been one such fatality since April of 1955, completion date of the barrier construction. This is believed to have been caused by adjacent sloping curb - a design that has been discontinued since 1954.

In Hillside, where up to 59,000 cars a day traverse Route U.S. 22, a total of 11 persons had died in the three year period before the erection of the barriers in 1954. There have been no deaths due to head-on collisions since then.

More than three and one-half years have passed since the erection of a centerline barrier on Route 4 in Teaneck. In this area, where 51,000 cars a day pass, there have been no head-on collisions reported during that period.



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1960

ROUTE 28 - BIDS

Middlesex-Somerset Counties.

Trenton, Oct. 6 - The Franklin Contracting Co., of Little Falls, with an offer of \$1,071,975.50 submitted the lowest of eight bids received by the New Jersey State Highway Department on a contract for widening a 2.5 mile section of N.J. Route 28 east of Bound Brook.

Other bidders for the contract were: C. H. Winans Co., Roselle, \$1,099,819.05; J.F. Chapman & Son, Hillside, \$1,100,919.22; Public Constructors, Inc., Blackwood, \$1,167,452.94; Hess Brothers, Parlin, \$1,168,921.26; Peter W. Kero, Inc., Carlstadt, \$1,187,093.59; Halecrest Co., Metuchen, \$1,199,351.15; P. T. & L. Construction Co., Paramus, \$1,201,758.80.

Plans for the Route 28 project call for the existing 20-foot wide (2 lanes) concrete highway to be widened to 44 feet (4 lanes) between East Street in Bound Brook (Somerset County) and Lincoln Avenue in Middlesex Borough (Middlesex County).

In order that Route 28 traffic can be carried through the project area while widening operations are underway a 6-inch thick bituminous stabilized base, capable of use as a temporary riding surface, will be used to effect the widening.

During later stages of construction both the new base and existing concrete roadway will be topped with a 3-inch thick bituminous concrete surface.

Throughout the major portion of the project the widening will be balanced evenly on each side of the existing roadway. However, within a 1,100 foot long section between Raritan Avenue and Elmwood Avenue, both in Middlesex Borough, existing highway curvature will be eased. Through this area the existing concrete will be removed and a completely new roadway section, 44 feet wide, will be constructed on a more direct alignment.

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1960
~~ROUTE~~ 28 - BIDS
Middlesex - Somerset Counties.

Existing narrow bridge structures will also be replaced at Green Brook and at Bound Brook. The new Green Brook structure will be 130 feet long and the one over Bound Brook about 80 feet in length. Each will provide for a $1\frac{1}{4}$ -foot wide roadway flanked by sidewalk areas.

During the period when the present Green Brook bridge is being removed and the replacement built all traffic will be re-routed over local streets immediately adjacent to the bridge site.

While the bridge replacement operations are underway at Bound Brook (stream) a temporary roadway and bridge, to be built as part of the contract, will carry traffic around the bridge construction operations.

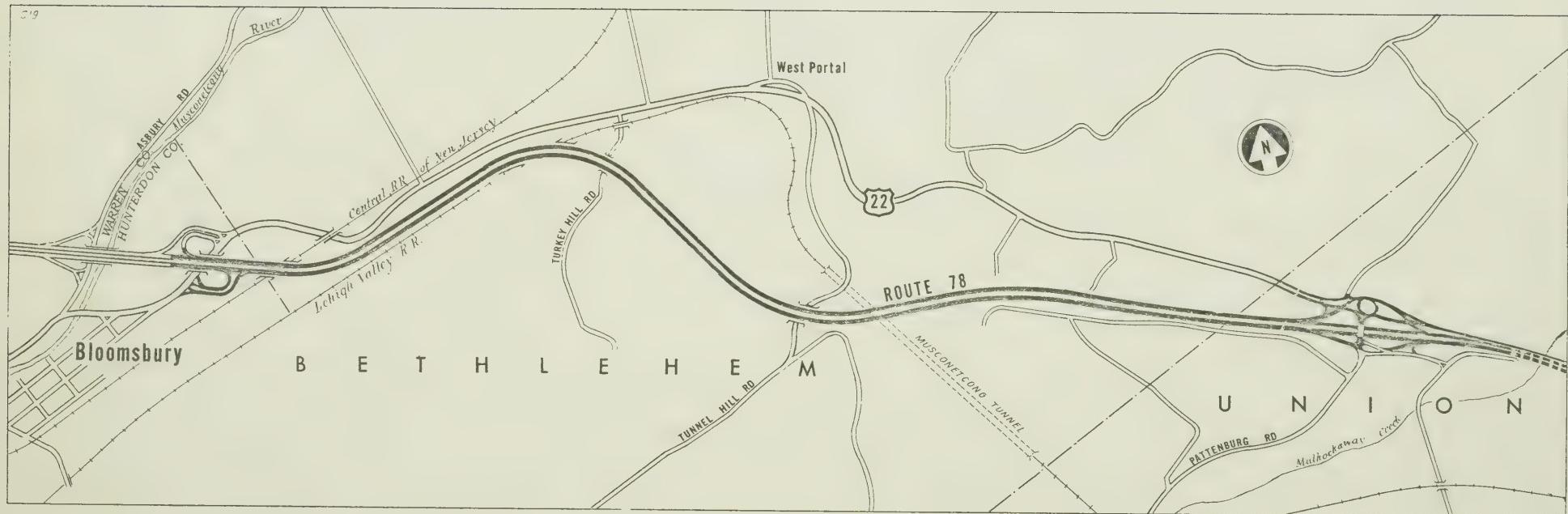
The 400-foot long temporary roadway will be bituminous concrete surfaced, 22 feet wide, and have provision for pedestrians. It will be located on the north side of the present bridge.

During the entire period that construction operations are underway on the project the contractor will be required to post warning signs and employ other safety devices to assure safe public travel through the work area.

All bids will be reviewed by State Highway engineers before the contract is awarded. The successful bidder will be allowed 135 working days to complete the project. Working days will not be counted, due to normally anticipated adverse temperature conditions, between December 15 and March 15.

The project is to be built entirely with State Highway funds.

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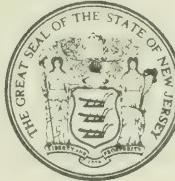


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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1960

INTERSTATE ROUTE 78 - BIDS
Jugtown Mountain Paving
Hunterdon County

Trenton, Oct. 6-Yonkers Contracting Co., N.Y., with an offer of \$2,127,704.19 submitted the lowest of 10 bids received by the New Jersey State Highway Department today on a contract for paving 4.8 miles of Interstate Route 78 through the Jugtown Mountain area west of Clinton in Hunterdon County.

Completion of this project, aimed for within 200 working days after award of the contract, will mean eliminating the need for through heavy trucking and passenger vehicles to climb the steep grades of Route U.S. 22 in crossing Jugtown Mountain and traverse the winding two-lane existing highway section between West Portal and Bloomsbury.

Other bidders on the project were: Peter W. Kero, Inc., Carlstadt, \$2,527,335.82; L. Zimmerman & Sons, Inc., Hillside, \$2,288,958.99; George M. Brewster & Son, Bogota, \$2,389,616.92; Glasgow Inc., Glenside, Pa., \$2,316,297.82; S. J. Groves & Sons, Inc., Woodbridge, \$2,418,083.85; Thomas Nicol Co., Farmingdale, \$2,291,814.61; F. A. Canuso & Sons, Phila., \$2,398,242.10; Franklin Contracting Co., Little Falls, \$2,334,841.62; Public Constructors, Inc., Blackwood, \$2,179,255.31.

The new freeway section will join the easterly end of a 4-mile \$4.5 million portion of Interstate Route 78 that was opened to traffic between Bloomsbury and Still Valley last October.

Preliminary grading operations within the limits of the proposed paving project, from Bloomsbury easterly to a junction with Route U.S. 22 at Mulhockaway Creek east of Jugtown Mountain, were started in December 1958 and are now nearly completed.

The project area lies partly in the Borough of Bloomsbury and Bethlehem and Union Townships.

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1960

INTERSTATE ROUTE 78 - BIDS
Jugtown Mountain Paving
Hunterdon County

The work will consist mainly of providing two 25-foot roadways separated by an 8½-foot wide grass center island. Outer edges of the roadways will be bordered by 12-foot wide shoulders.

The 2-lane roadways will be paved with reinforced concrete 9 inches thick. Shoulders and interchange ramps will be surfaced with 2 inches of bituminous concrete.

At the Bloomsbury (western) end of the project a traffic interchange, part of which was built under a prior contract, will connect Interstate Route 78 with Route U.S. 22.

The eastern end of the new Interstate section will be directly connected to the dual roadways of Route 22 by temporary roadways.

On the eastern and western slopes of Jugtown Mountain the center island will narrow from 8½ feet to 16 feet for a distance of 17,700 feet to make room for a third inner lane on the uphill stretches of each roadway. These additional lanes will give auto traffic two open lanes while slow truck traffic climbs the outer lane. The eastbound third lane is 9,450 feet long, and the westbound lane is 10,400 feet.

Throughout the area where the center island is narrowed to 16 feet a steel beam guard rail will be erected in the center of the medial strip. This is a safety precaution taken to prevent head-on collisions.

For the convenience of long-distance travelers the plans call for constructing turnout parking areas adjacent to the eastbound and westbound roadways about a half-mile east of Route 78-22 interchange. The parking areas will be 50 feet away from the roadways and connected to them by entrance and exit roads.

(more)

1960
INTERSTATE ROUTE 78 - BIDS
Jugtown Mountain Paving
Hunterdon County.

These areas, measuring 400 feet long and 60 feet wide, will have enough space for ten trailer trucks and 40 cars to simultaneously park on its bituminous concrete pavement.

Landscaping plans call for shade tree and evergreen planting except in the 50-foot space between the parking areas and the roadways. These clear spaces will permit highway patrols to check the areas without driving through them.

Ninety per cent of the project's cost will be paid by the Federal Government. All bids will be reviewed by State Highway Department engineers and the Federal Bureau before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



RELEASE THURS., OCT. 6, P.M.

1960
INTER. ROUTE 80 - BID RE-ADV.
Demolition
Bergen County

Trenton, Oct. 6.- The New Jersey State Highway Department today re-advertised for sealed competitive bids to be received October 27 for demolition of 40 buildings within future construction limits of Interstate Route 80 in East Paterson, Bergen County.

At a previous public bid session in Trenton on September 8 only one bid on the project was received. In line with customary policy of the Highway Department the single bid, which also exceeded the engineer's pre-bid estimate of the work cost, was rejected.

The structures, ranging from dwellings to factory buildings, have been purchased by the Department in order to clear the way for future construction of the Bergen-Passaic Expressway section of Interstate Route 80.

Their demolition is being undertaken now to prevent their becoming eyesores and fire hazards in the municipality between the time of their being vacated by the owners and the beginning of road construction activities.

Construction of the freeway is now underway in the easterly section of Bergen County near the George Washington Bridge. The Department plans the route's completion from the bridge westerly to Route 17 by mid-1962. Construction of the freeway west of Route 17 is expected to get underway within three years depending upon the availability of funds.

In addition to demolition of the buildings, which is to be completed by December 31, 1960, the contract calls for filling cellars and removing debris from the demolition area.

(more)

1960
INTER. ROUTE 80 - BID RE-ADV.
Demolition
Bergen County.

According to a Highway Department spokesman, many of the properties were acquired under a plan whereby the owners received advance payments. This plan, evolved about a year ago by State Highway Commissioner Dwight R. G. Palmer, provides that the owner may be paid 25 per cent of the value of the property within two weeks after approval of settlement providing this amount does not exceed 75 per cent of his equity in the property.

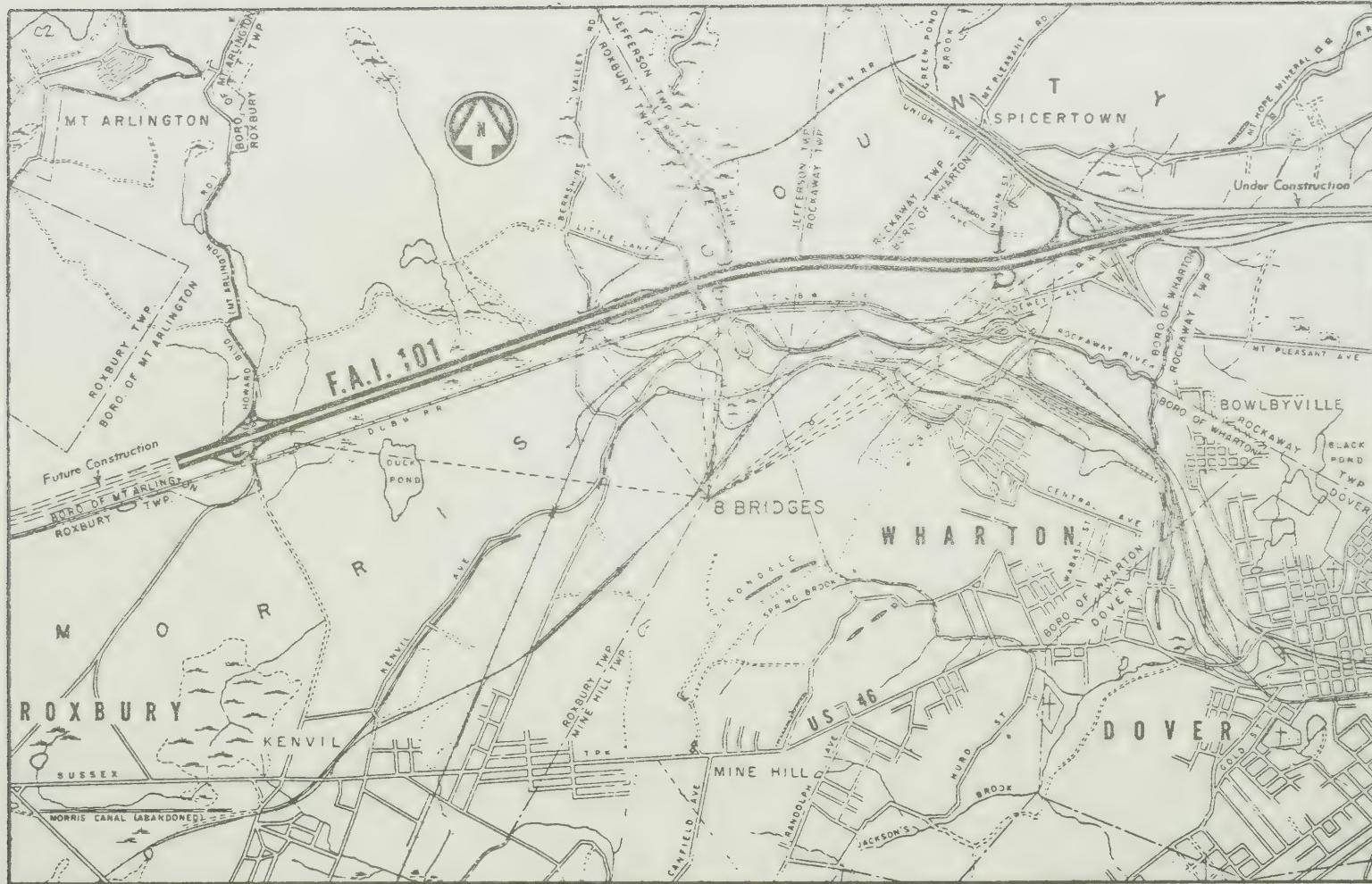
Formerly the Department was not permitted to make payments to owners until all phases of acquisition were completed and the check cleared through the State Treasurer.

Interstate Route 80 is one of ten such routes to be built in New Jersey as part of the 41,000 mile National System of Interstate and Defense Highways that will connect 90 per cent of all U. S. cities of more than 50,000 population.

Nationally, the route will extend from its junction with Interstate Route 95 in the Overpeck Creek area east of Teaneck to San Francisco. Its westerly terminus in New Jersey will be at the Delaware Water Gap where a 4-mile completed section of former Route 611 will be occupied by the Interstate route. Total length of the New Jersey portion is approximately 68 miles and its cost has been estimated at \$291 million. The Federal government will pay 90 per cent of all costs.

Construction of nearly 5 miles of the route is already completed in the Dover area of Morris County, and another adjoining 6.8 miles is now being built. A \$2.7 million multi-lane Route 80 bridge over the Passaic River between Paterson and East Paterson is also under construction.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1960

INTERSTATE ROUTE 80
Opening

Trenton, Oct. 6 - A newly completed 3.7 mile section of Interstate Route 80 north of Dover, in Morris County, will be opened by the New Jersey State Highway Department for local traffic use Friday afternoon, October 7.

The new 6-lane east-west section extends from Route 15 (Union Turnpike) in Wharton westerly to Howard Boulevard (Mt. Arlington Road) in Mt. Arlington. Its opening boosts total mileage of completed Route 80 in this area to 8.4 miles. A 4.7 mile portion of the Freeway, extending east from Route 15 to Route 46 at Denville, was opened last fall.

According to a Highway Department spokesman, a complete 10-mile bypass of the Dover area via the Freeway will be available to through Route 46 traffic next summer upon completion of another 1.7 mile westerly extension of the Freeway now underway between Howard Boulevard and Landing Road in Roxbury. At Landing Road connections to Route 46 will be provided.

Further westerly extension of the Freeway to an interchange with Route 46 south and west of Netcong will get underway shortly. Bids on construction of this 3-mile section will be received by the Highway Department on October 13.

Extension of the Freeway's eastbound roadway another three-fourths of a mile in order to clear built-up sections of Denville east of the Interstate route's present easterly terminus with Route 46 is now underway. Its completion is planned for next fall.

The overall 14-mile Freeway section to bypass Netcong, Dover and Denville is one segment of the proposed 67.7 mile portion of Interstate Route 80 to be located in New Jersey.

(more)

1960
INTERSTATE ROUTE 80
Opening.

Estimated total cost of New Jersey's section of this coast-to-coast Freeway is \$291 million, 90 per cent of which is to be paid by the Federal Government. Other segments now under construction include a \$2.7 million bridge to carry the Freeway over the Passaic River between Paterson and East Paterson, and smaller structures in the Netcong area to take the Freeway over local roads.

Scheduled for construction this year on Route 80 is a Bergen County section linking Route 17 with Interstate Route 95 and George Washington Bridge. The Freeway will take traffic from the congested bridge area and distribute it among New Jersey highways in Bergen County.

All work is part of the Federal Government's proposed 41,000 mile network of Interstate and Defense Highways designed to connect major metropolitan areas in 48 states. In New Jersey 368 miles of these routes will be built at an estimated cost of \$1.4 billion.

Friday's opening brings to 42 miles the total Interstate System mileage in New Jersey now open for public traffic use.

Interstate Route 80 design in the Denville, Netcong and Dover area calls for a normal right of way width of 300 feet. Total width of the graded portion, exclusive of slopes, is 160 feet. This is made up of a 42-foot wide center island flanked by separate east and westbound roadways. Each roadway is bituminous surfaced, 37 feet wide (3 lanes) with a 12-foot wide hard surfaced outer shoulder. Beyond the edge of each shoulder is a 10 foot wide graded safety strip.

All intersecting roads either go over or under the Freeway and access to the Freeway is permitted only at interchanges that include acceleration and deceleration lanes for use by vehicles wishing to join or leave the main freeway traffic flow.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1960

Washington Valley Road - BIDS
Somerset County

Trenton, Oct. 6 - A bid of \$82,461.44 submitted by Jannarone Engineering Co., Matawan, was the lowest of 8 contract offers received by the New Jersey State Highway Department today for reconstructing a portion of Washington Valley Road in Bridgewater Township, Somerset County.

The project, which will extend from the vicinity of Hunter Road easterly for six-tenths of a mile, is part of the Federal Aid program for improvement of secondary roads.

Under this program Somerset County and the Federal Bureau of Public Roads will equally share construction costs. The State Highway Department acts for the federal agency in reviewing plans and specifications, receiving bids, awarding the contract, inspecting construction and approving the completed project.

Other bidders on the project were: Michael LaMorgese, Irvington, \$85,755.63; M. Tosco & Sons, Somerville, \$89,744.09; C. H. Winans Co., Roselle, \$93,032.15; D. & L. Contracting Co., Rahway, \$94,329.55; Winans Contracting Co., Linden, \$94,638.75; J. Vinch & Sons Co., Trenton, \$99,153.12; Peter W. Kero, Inc., Carlstadt, \$110,448.12.

Project plans call for complete reconstruction of the existing 18-foot wide macadam surfaced roadway. The new roadway will be 24 feet wide (2 lanes) bordered by 8-foot wide improved shoulders. It will have a 1-1/2 inch bituminous concrete surface laid on a 3-inch penetration macadam intermediate course and 5-inch stone base.

(more)

1960
Washington Valley Road
Bids
Somerset County

New storm drain facilities will be installed at several locations throughout the project.

During the period when actual construction is underway only local traffic will be permitted within the construction area. All other traffic will be shifted to alternate routes to be designated by the Somerset County engineer.

All bids will be reviewed by State Highway Department and Somerset County officials and engineers before the contract is awarded.

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FAS

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960
ROUTE 208
COMPLETION
BERGEN - PASSAIC COUNTIES

Trenton, Sept. 30 - Unless weather conditions further delay operations of its contractor, the New Jersey State Highway Department will make Route 208 available to motorists as a continuous 9-mile facility between Route 4 at Fairlawn, Bergen County, and Colonial Road in Franklin Lakes, Passaic County, by the middle of next week.

According to a Highway Department spokesman only roadway pavement and shoulder clean-up and the application of traffic lane and edge of pavement reflective white lines within a 1.5 mile section between Maple Avenue in Glen Rock, and Goffle Road, Hawthorne, remain to be completed before the entire Route 4 to Colonial Road stretch can be put to use as a continuous highway.

The key section lies between two Route 208 portions already completed and in use. The southern 2.5 mile finished portion extends from Route 4 to Maple Avenue. The northerly 5-mile completed section extends from Goffle Road to Colonial Road.

Although construction of four interchanges that will carry local roads over Route 208 and furnish local connections with the highway is underway in the northerly five-mile stretch, it will not interfere with traffic use of the new road. The interchanges are located at Summit, Russell, Cedar Hill and Grandview Avenues in Franklin Lakes, Hawthorne and Wyckoff.

Immediate plans of the Highway Department call for completing Route 208, first as a continuous two-lane highway and later as a dual highway facility, another 1.3 miles northerly to a direct connection with U.S. Route 202 in Oakland. This construction, for which \$2 million has been set aside, is expected to get underway next summer.

(more)

1960
ROUTE 208
COMPLETION
BERGEN-PASSAIC COUNTIES

Additional funds have also been allocated by the Highway Department for building a bridge to carry Route 208 over the N.Y. S & W Railroad just north of Colonial Road and construct a grade separation at Marlot Avenue in Fairlawn.

Pavement through the Goffle Road-Maple Avenue section follows a normal two-lane width of 24-feet flanked by eight-inch vertical curbs or ten-foot wide hard surfaced shoulders depending on the location.

Shoulders are constructed of three inches of bituminous concrete over a seven-inch stone base course. White limestone chips have been applied to the surface of the shoulders to distinguish them from the traffic lanes.

The two-lane roadway has a bituminous concrete surface three inches thick supported by a seven inch macadam base course.

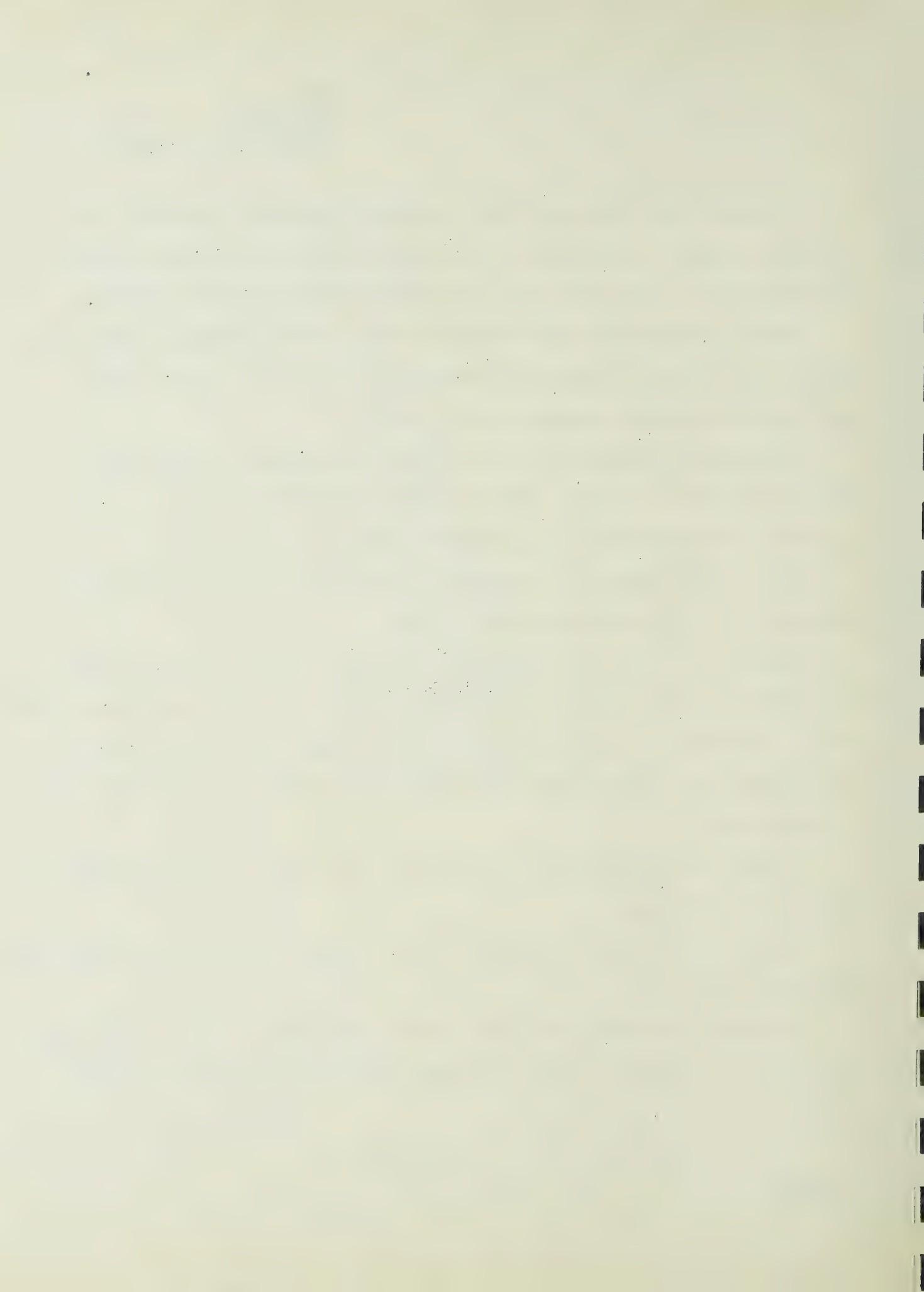
Traffic interchanges connect the new section of highway with Goffle Road, Genevieve, Utter, Rea and Central Avenues in Hawthorne. The Maple Avenue interchange will be completed on the opening date except for minor paving at the intersection of Harristown Road and the Route 208 southbound connecting ramp located just west of the highway.

A Department spokesman estimated that the ramp would be opened about one week later than the highway.

A pedestrian overpass spans Ethel Avenue, mainly for the safety and convenience of school children.

All Highway Department Route 208 projects come under the Federal Government's plan for aid to Primary and Urban Roads in which costs are shared by State and Federal Governments.

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IMMEDIATE RELEASE

1960

INTERSTATE ROUTE 287 - BIDS
Somerset & Middlesex Counties
Electrical

Trenton, Sept. 29 - A bid of \$398,768.45 submitted by the Lightning Electric Service Co., Newark, was the lowest of two accepted today by the New Jersey State Highway Department for installing overhead highway lighting on Interstate Route 287 in Somerset and Middlesex Counties.

The Highway Department contract calls for installing lighting units at Route 287 interchanges, bridges and underpasses now under construction in Bridgewater, Franklin and Piscataway Townships, and the Borough of Bound Brook. In all there will be seven separate systems.

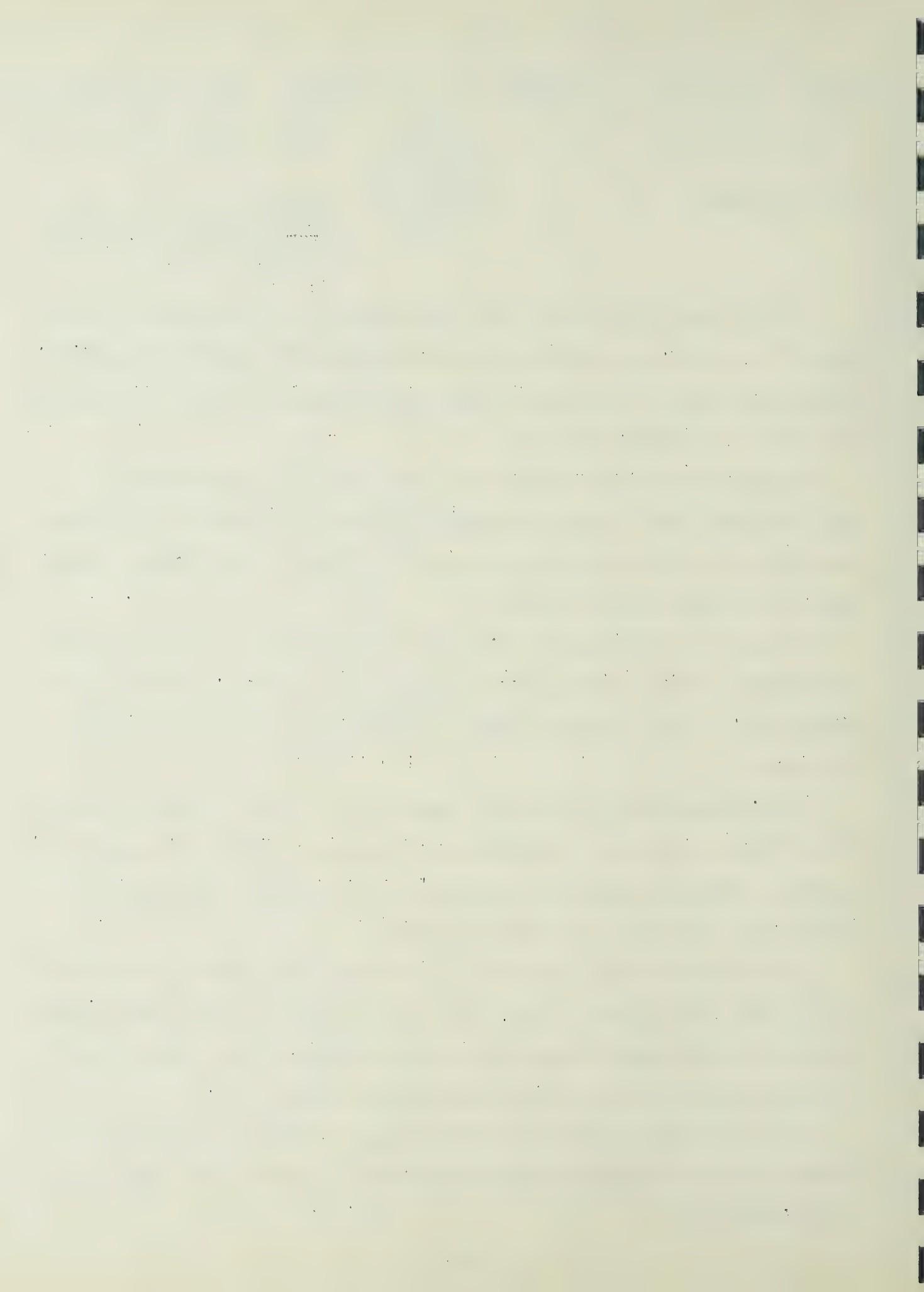
The second bid, totaling \$416,524.80 was submitted by W. V. Pangborne & Co., Philadelphia. Three other bids for the contract were not accepted because the bidders failed to meet standard bidding pre-qualification requirements of the Department.

Highway Department plans call for aluminum light standards equipped with 8 or 15-foot lamp arms which will extend 405 watt incandescent lamps 25 feet above the roadways. Fluorescent lamps will illuminate all underpasses. Normal distance between light standards will be about 125 feet.

The Route 29 interchange connection and Foot Hill Road bridge in Bridgewater Township call for 83 highway lights. In the same township the Union Avenue interchange and Davidson Avenue bridge will require 67 highway lights. Main Street bridge will need two road lights and two underpass lights.

Weston Canal Road interchange, Garfield Avenue bridge and the Raritan River viaduct, Bridgewater Township and South Bound Brook need 58 highway lights and two underpass lights.

(more)



1960

INTERSTATE ROUTE 287 - BIDS
Somerset & Middlesex Counties
Electrical

The Elizabeth Avenue underpass in South Bound Brook will require four highway lights. Easton Avenue interchange and Davids Avenue bridge in Franklin Township need 75 highway lights and 4 underpass lights. River Road interchange and the Raritan River viaduct in Piscataway Township call for 53 highway lights.

The project is to be completed within 225 working days after bids are reviewed and the contract is executed. The Federal government will pay 90 per cent of all costs.

More than 4.5 miles of the Freeway is now under construction in the South Bound Brook area. The work in this area totals \$13.2 million and extends from Route 18 (River Road) in Piscataway to Route U.S. 22 in Bridgewater Township, Somerset County. Its completion is planned for July 1961.

A \$4.2 million contract for extending the route's construction from Route 18 in Piscataway easterly another 3.7 miles to Stelton Road, the municipal boundary of Piscataway and South Plainfield, was recently awarded by the Highway Department.

The Route 287 Freeway is one of ten similar National Interstate and Defense Highways that will be built through and within New Jersey. It will, by means of continuation through New York, form a perimeter traffic artery around the New York-New Jersey metropolitan area.

New Jersey's portion will be 63.7 miles long, extending from Route U.S. 1 at Metuchen to Suffern, and will cost approximately \$156 million. Public hearings have been held to clear the way for fixing alignment of the 45 mile stretch between Metuchen and a connection with existing Route U.S. 202 north of Boonton, Morris County.

Additional funds for continuing the Middlesex East-West Freeway portion of the route easterly from Stelton Road to Route U.S. 1 have been allocated by the State Highway Department in its 1960-61 construction program. Funds were also earmarked for building a section of the route through Boonton.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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FOR RELEASE THURSDAY, SEPT. 29

1960

Pleasantville and Linwood - ADV
Atlantic County

Trenton, Sept. 29 - The New Jersey State Highway Department will receive sealed competitive bids October 20 for construction of new storm drains at three points along Route 9 (New Road) in Pleasantville and Linwood, Atlantic County.

One drainage system will correct storm flooding conditions on Route 9 (New Road) between West Reading Avenue and Martin Terrace. Another system will drain the Route 9-Marvin Avenue Intersection in Linwood. The third system will drain an area between Monroe Avenue and Patcong Avenue in Linwood.

The Pleasantville system will run north and south along Route 9 for 1,100 feet between West Reading Avenue and Martin Terrace and extend 1,000 feet easterly along Wellington Avenue. Drainage water will flow south from West Reading Avenue and north from Martin Terrace to the Wellington Avenue connection, then down Wellington Avenue to Emerson Avenue where it will empty into two 300-foot long ditches which lead to 30-inch concrete drainage pipe lines.

The section of the system to be installed along Route 9 will consist of 24-inch reinforced concrete pipe buried about seven feet deep under the east shoulder of the highway. When completed the pipe trench area will be resurfaced with bituminous concrete.

The Wellington Avenue drain line will consist of 24-inch reinforced concrete pipe buried about seven feet beneath the surface of the southerly roadway. The trench area will be resurfaced with eight inches of gravel.

At the intersection of Route 9 and Marvin Avenue in Linwood storm drain inlets will be installed at all four corners. The inlets will connect to a
(more)

1960

Pleasantville and Linwood-ADV
Atlantic County

15-inch concrete pipe that will extend about 1,100 feet east along Marvin Avenue to Wabash Avenue where it will connect to an existing drainage system. The Marvin Avenue pipe line will be about seven feet deep. After the trench is filled it will be topped with a two-inch thick layer of bituminous concrete.

The system that will be installed along Route 9 between Patcong and Monroe Avenues will drain about 1,475 feet of the roadway, emptying the collected water into a creek near Patcong Avenue. The 18-inch corrugated metal pipeline will be buried about five feet beneath the east shoulder of the highway.

A total of five 15-inch corrugated metal pipe cross drains will be installed under the roadway at various points to drain the west shoulder area.

The pipe trenches will be repaved with gravel base topped with two inches of bituminous concrete.

Traffic will be maintained through the construction areas during the total of 40 working days to be allowed for completion of the entire project.

The project will be financed by 100 per cent State funds. All bids will be reviewed by State Highway engineers before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

FOR RELEASE THURSDAY, SEPT. 29.



TUXEDO 2-3000 - Ext. 431-432

1960

Ocean City - Upper Township-ADV
Cape May County

Trenton, Sept. 29 - The New Jersey State Highway Department will receive sealed competitive bids October 27 for construction of a bridge that will carry Roosevelt Boulevard over Horn Creek Thorofare in Ocean City and Upper Township, Cape May County.

The new project also calls for constructing approaches to the proposed bridge, and a local access road. The present bridge over the Thorofare will be removed when the new structure is opened.

The new bridge will be 1,628 feet long and carry an eight-inch thick reinforced concrete deck 28 feet wide to accommodate two lanes of traffic. Concrete walkways, 2.5 feet wide will flank the traffic lanes. The concrete deck will be placed on pre-stressed concrete beams which will be supported by timber and concrete pilings. The bridge and its approaches will be fully illuminated.

Center span of the bridge, to be reinforced concrete supported by steel girders, will be 93 feet wide. It will extend over the Thorofare's 80-foot wide channel which is part of the Intracoastal Waterway. Vertical distance from the channel's mean high tide level to the bridge will be 35 feet. Although the center span will be fixed, provisions have been made in the engineering plans to convert it to a drawbridge.

The new bridge will be located about 100 feet north of the present structure which will remain open to traffic until construction is completed.

Traffic approaches to be constructed at each end of the bridge will be surfaced with bituminous concrete two inches thick, supported by a six-inch bituminous base and gravel subbase eight inches thick. The approach roadways will narrow from a width of 50 feet (four lanes) to 28 feet (two lanes) where they will join the bridge. Concrete curbs will border the roadways.

(more)

1960

Ocean City - Upper Township - ADV.
Cape May County

The western approach at the Upper Township end of the bridge will be 700 feet long. A two-lane bituminous concrete surfaced local access road will run along both sides of the approach and under the bridge near the Thorofare to permit access to adjacent properties. The local road will open onto the eastbound and westbound roadways of the approach. A concrete barrier 300 feet long will be constructed in the center of the main roadway where the local road joins the approach to prevent left turns across traffic.

The eastern approach at the Ocean City end of the bridge will be 800 feet long. When this approach is completed the section of road leading from the old bridge parallel to the approach will be abandoned.

The proposed project comes under the Federal Government's program for financial aid to secondary roads with Cape May County and the Federal Bureau of Public Roads sharing all costs. Completion of the project is scheduled for October, 1962.

The State Highway Department acts in an advisory capacity, reviewing plans and specifications, receiving bids, awarding the contract and inspecting the work. All bids will be reviewed by State and County highway engineers before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE THURS. P.M., SEPT. 29



1960

INTERSTATE ROUTE 78 - ADV.
Troy Village
Springfield, Union County.

Trenton, Sept. 29 - The New Jersey State Highway Department will receive sealed competitive bids October 20 for removal of two unfinished apartment buildings and a small garage located within the limits of future Interstate Route 78 in Springfield Township, Union County.

The two-story buildings were to be part of the Troy Village garden development at Shunpike Road and Briant Avenue. The partially constructed units would have contained 62 apartments.

An amicable agreement for the purchase of the buildings and 3.9 acres of surrounding land was concluded by the Highway Department and the former owners in August of this year.

The portion of Route 78 to be constructed in the Troy Village area will become part of a 68-mile Freeway that will cross New Jersey from the Holland Tunnel to the Delaware River at Phillipsburg.

The Freeway will be part of a 41,000 mile nationwide network of Interstate and Defense Freeways that will link 90 percent of this country's largest industrial and population centers. The Federal Government will pay 90 per cent of the Freeway's construction cost, and the State 10 per cent.

Three New Jersey sections of Route 78 are now open to traffic. Two built by the State Highway Department consist of a four-mile section from Bloomsbury to Still Valley completed in October, 1959, and a two-mile section near Clinton completed in September, 1958. The Newark Bay extension of the New Jersey Turnpike, to be utilized for the Freeway, was completed in September, 1956. Public hearings to clear the way for fixing 59 miles of the route's alignment have been held.

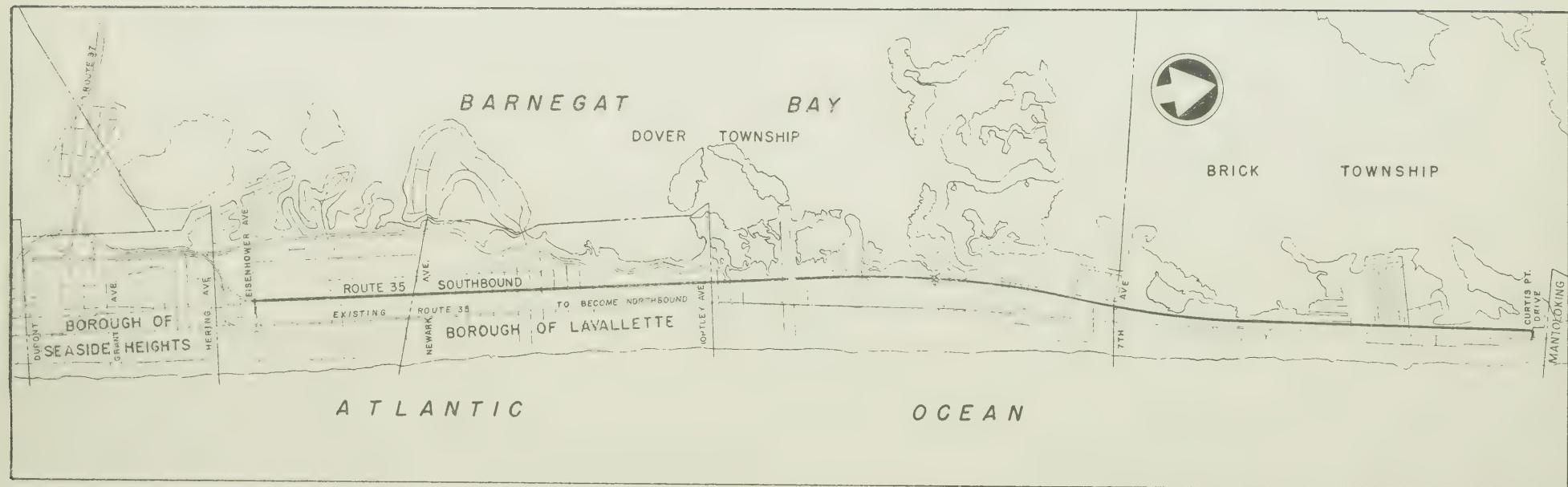
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1960
INTERSTATE ROUTE 78 - ADV.
Troy Village
Springfield, Union County.

A contract for preliminary construction and grading of a 4.8 mile section through the Jugtown Mountain area between Bloomsbury (Hunterdon County) and Route 22 is nearing completion. A contract for paving this section will be the subject of competitive bidding on October 6.

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61-I-25-A



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432

RELEASE THURS. P.M., SEPT. 29.



1960
N.J. ROUTE 35 - ADV.
Ocean County

Trenton, Sept. 29 - Bids for dualization of Route 35 by construction of a new southbound roadway in Dover and Brick Townships, and the Borough of Lavalette, will be received by the New Jersey State Highway Department October 20.

The new roadway, to be 5.3 miles long, will be constructed on the former Pennsylvania and Atlantic Railroad right of way which runs parallel to Route 35. Distance between the present Route 35 and the new roadway to its west will vary from 200 to 450 feet.

The existing Route 35 two-lane highway will remain to serve future northbound traffic. Existing street systems will remain intact and buildings between roadways will not be disturbed. Eight structures built on the railroad right of way since its abandonment will be removed.

In Brick Township the new road will turn southbound traffic from existing Route 35 onto Curtis Point Drive for approximately 200 feet, then south to the \$3,000,000 approach system in Seaside Heights and Lavalette. The new roadway will join the approach system at Eisenhower Avenue, Lavalette.

The new roadway will be 23 feet wide (2 lanes) and have a bituminous concrete surface. Highway Department plans call for concrete curbing and storm drains to be installed along the limits of the roadway.

A reinforced concrete culvert, 10 feet wide, will be built under the new roadway to connect Whale Creek and the boat lagoon between West Swordfish Way and West Dolphin Way in Dover Township.

The project will be financed by 100 per cent State funds and all bids will be reviewed by the Highway Department. A total of 120 working days will be allowed for completion of the roadway.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1960

PROPERTY ACQUISITION
Bogota and Ridgefield Park
Bergen County.

Trenton, Sept. 23 - The New Jersey State Highway Department today asked the State Attorney General to start proceedings necessary to obtain physical possession of two properties located within Interstate Route 80 (Bergen-Passaic Expressway) right of way limits now being cleared for construction in Bogota and Ridgefield Park.

A Highway Department spokesman said that negotiations for both properties were started in mid-1958 and titles to them were conveyed to the State by January, 1959, but the former owners have failed to vacate upon request.

One of the properties involved is a private residence located at 247 Fairview Avenue, Bogota, formerly owned by Mr. and Mrs. Joseph J. Balutis.

The other property, formerly owned by Skinner Salted Nuts, Inc., is a commercial building located at 195 Railroad Avenue, Ridgefield Park, and has been occupied for approximately 13 months past the vacating date.

The overall right of way acquisition project that included the two properties involved 217 parcels in all. Of this number 204 were sold to the State by amicable agreement. Condemnation proceedings were required in 12 cases because of price variances or involved titles. Acquisition of one property is still pending and the Highway Department has pursued its policy to exhaust every informal means to obtain possession of State-acquired properties.

Negotiations for the Balutis property have been underway since May, 1958, when the three appraisers valued the property at \$16,100, \$16,300 and \$16,850 respectively. The highest figure was offered to Mr. and Mrs. Balutis who rejected the offer, and set their price at \$18,500.

(more)

1960
PROPERTY POSSESSION
Bogota and Ridgefield Park
Bergen County.

Following established legal procedure, the Department then filed a complaint for condemnation with the New Jersey Superior Court. The Court appointed three men experienced in appraising local properties as a condemnation commission. These commissioners held a hearing on January 8, 1959, with both parties presenting their cases.

Mr. and Mrs. Balutis, appearing before the Commission on their own behalf, testified that the fair price for their property was \$20,990. The Highway Department submitted evidence supporting its own appraisals.

The Commission set a price of \$17,500 which the Highway Department accepted. Mr. and Mrs. Balutis did not appeal the Commission's decision.

After numerous direct Department appeals to the Balutis family to relinquish the property failed, the Highway Department's legal staff sent a check on November 2, 1959 for \$17,500 to the Chancery Division of the State Superior Court. The Chancery Division will make payment to Mr. and Mrs. Balutis when they vacate the property.

On July 25 Mrs. Balutis and a group of friends met with Highway officials in Trenton to discuss the matter. Since then the Department has taken no further action until today in the hopes that Mr. and Mrs. Balutis would relinquish possession.

Negotiations for the Skinner Salted Nuts Corporation's property were completed on June 12, 1959. Because the Department was informed that immediate possession would work a hardship on the Company, payment of 25 per cent of the purchase price was made and an extension to vacate was granted until August 31, 1959. Since then several informal appeals to the firm requesting it to vacate the premises have had no results, and the Department is therefore turning the matter of possessing the property over to the Attorney General.

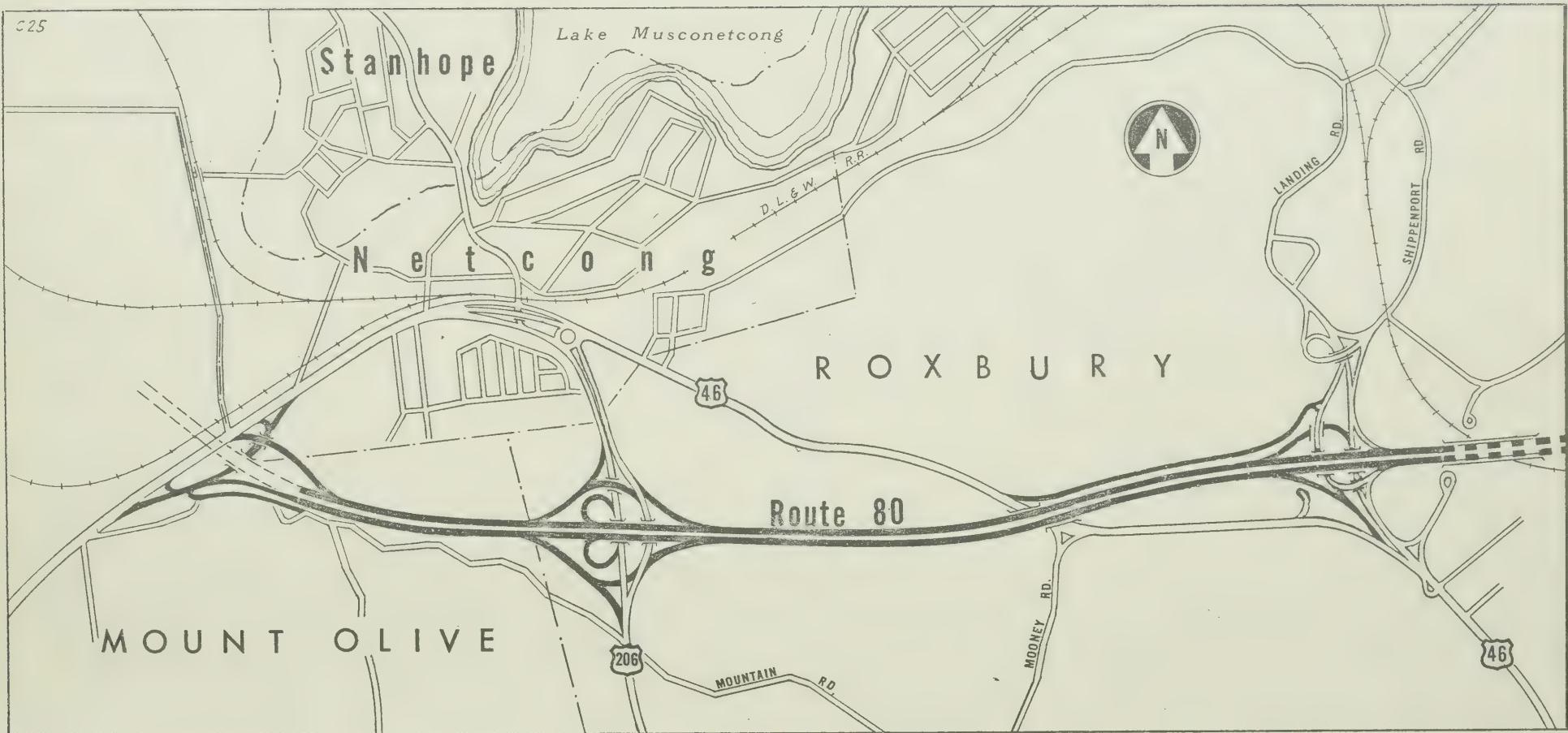
(more)

1960
PROPERTY POSSESSION
Bogota and Ridgefield Park
Bergen County.

The right of way project is within a six-mile long section of the Bergen-Passaic Expressway, comprising portions of Interstate Routes 80 and 95, which the Department must complete at the time the lower deck of the George Washington Bridge is finished in mid-1962. The Freeway project will carry bridge traffic west to Route 17 and south to a connection with the New Jersey Turnpike.

Total cost of the overall Route 17 to George Washington Bridge project is estimated at \$65 million for those portions of Routes 80 and 95 that will connect with the George Washington Bridge. Both Freeways come under the 41,000-mile network of Interstate Routes linking major metropolitan areas in the United States.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUXEDO 2-3000 - Ext. 431-432

1960

INTERSTATE ROUTE 80 - ADV
Landing Road to Route 46
Morris County

Trenton, Sept. 22 - The New Jersey State Highway Department will receive sealed competitive bids October 13 for building another 3 miles of Interstate Route 80 in Morris County.

Department plans call for grading and paving a westerly extension of the Route 80 Freeway from Landing Road in Mt. Arlington Borough to Route 46 near Love Lane in Mt. Olive Township.

In conjunction with other Interstate Route 80 construction in this area, completion of this new section will provide motorists with a continuous 13-mile stretch of Freeway from U.S. 46, just east of Denville, to U.S. 46 southwest of Netcong. The super highway will bypass Denville, Dover and Netcong.

This includes a 5.5 mile portion of the Freeway, which adjoins the eastern end of the new section of Landing Road and is now being constructed eastward to Route 15 at a cost of \$11.9 million. Approximately 5 miles of the Freeway east of Route 15 were completed and opened to traffic last October at a cost of about \$9 million. A \$1.5 million half-mile easterly extension of the route through Denville is now underway.

The section of superhighway now to be built will consist of two 37-foot roadways separated by a 42-foot wide medial strip. Each roadway will have three lanes; the inner lane being 13 feet wide and the two outer lanes each 12 feet wide. Shoulders along the outside edge of each roadway will be 12 feet wide.

Main roadway pavements will consist of a 20-inch thick subbase, a 7-inch thick stone base, and a surface of bituminous concrete three inches thick. Shoulders will consist of a 22-inch subbase, 6-inch base course, and be topped with 2 inches of bituminous concrete. All interchange ramps and local access roads will be paved with bituminous concrete. (more)

1960

INTERSTATE ROUTE 80 - ADV
Landing Road to Route 46
Morris County

At the east end of the project a traffic interchange will connect the Freeway with Landing and Shippenport Roads and Route 46. Starting also at this interchange will be a 20-foot wide (2-lane) bituminous concrete local access road which will parallel the north side of the Freeway for 4,000 feet west to Route 46.

Within the project limits another interchange will connect the Freeway with Route 206.

At the west end of the project where a Freeway overpass will be built in the future, Route 46 will be dualized for a half-mile by building a completely new eastbound roadway. Interchange ramps will connect the new Freeway to Route 46. A local access road will also be constructed here to inter-connect Mountain Road, eastbound Route 46 and Old Budd Lake Road. 240 working days will be allowed for completion of the entire project.

The new project is one segment of the proposed 67.7 mile portion of Interstate Route 80 to be located in New Jersey. Estimated total cost of New Jersey's section of this coast-to-coast Freeway is \$291.1 million, 90 percent of which is to be paid for by the Federal Government. Other segments under construction include a .2.7 million bridge to carry the Freeway over the Passaic River between Paterson and East Paterson, and smaller structures in the Netcong area to take the Freeway over local roads.

Scheduled for construction this year on Route 80 is the section linking Route 17 with the George Washington Bridge. The Freeway will take traffic from the congested bridge area and distribute it among New Jersey highways in Bergen County.

All work is part of the Federal Government's proposed 41,000 mile network of Interstate and Defense Highways designed to connect major metropolitan areas in 48 states. In New Jersey 368 miles of these routes will be built at an estimated cost of \$1.4 billion.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUXEDO 2-3000 - EXT. 431-432

1960

N. J. ROUTE 10 - BIDS
Livingston Township
Essex County.

Trenton, Sept. 22 - A bid of \$582,771.74 submitted by the P.T. & L. Construction Co., of Paramus, was the lowest of eight sealed bids received by the New Jersey State Highway Department today for reconstructing 1.7 miles of Route 10 in Livingston Township, Essex County.

The project will result in widening the highway from the Livingston traffic circle eastward past Teed Road and will include replacing the existing Canoe Brook Bridge with a completely new structure.

Other bidders on the project were: Franklin Contracting Co., Little Falls, \$593,196.41; L. Zimmerman & Son, Hillside, \$611,907.47; C.F. Malanka & Sons, Union City, \$617,018.50; Peter W. Kero, Inc., Carlstadt, \$633,090.09; Samuel Braen's Sons-Hawthorne Division, Hawthorne, \$643,338.70; Robert Bossert & Co., Newark, \$648,774; Public Constructors, Inc., Blackwood, \$652,498.40.

All bids on the 100 per cent State financed project will be reviewed by State Highway Department engineers before the contract is awarded. A total of 130 working days will be allowed for its completion.

The reconstructed 4-lane highway will be bituminous concrete surfaced from curb to curb and will be no less than 46 feet wide. The existing highway now has a bituminous treated surface. Outer traffic lanes will measure 12 feet in width, inner lanes 11 feet. Concrete curbs will flank the entire section with storm drains installed at several locations throughout the project.

Bituminous concrete sidewalks, 4 feet wide and 5 inches thick will be built along the south side of the entire section.

(more)

1960
N. J. ROUTE 10 - BIDS
Livingston Township
Essex County

From Livingston Circle eastward to Mitchell Avenue the existing road will be completely excavated and replaced with a heavier road section made up of a 9-inch thick subbase, a 6-inch base course, and a surface course of bituminous concrete 2 inches thick.

From Mitchell Avenue to Sherbrooke Parkway the highway will be widened and surfaced with bituminous concrete. A completely new roadway section will replace the existing highway from Sherbrooke Parkway through Teed Road.

In order to complete the project as quickly as possible two detours will be established during periods of construction. Westbound traffic will detour around the Canoe Brook bridge construction, turn off Route 10 at South Livingston Avenue, then follow West Northfield Avenue to the Livingston Circle. Eastbound traffic will detour on West Northfield Avenue, then on Route 508 to West Orange.

This project marks the seventh step in modernizing Route 10. Previous projects with a total cost of \$2,800,000 were: an overpass for Salem Street and a safety revision of Route 10 at Morris Turnpike, both in Randolph Township; widening of Route 10 in Parsippany-Troy Hills, Denville and Randolph Townships; reconstruction of Route 10 from the Newark-Mt. Pleasant Turnpike to Route 53 in Morris Plains; widening of the route from Mt. Pleasant Turnpike easterly through Troy Hills Road, Hanover Township; also the Okner Parkway-Walnut Street section of Livingston Township; rehabilitation of the route from Whippanny-Troy Hills Road to the Livingston Circle.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUXEDO 2-3000 - EXT. 431-432

1960

PALISADE AVENUE - BIDS
Hudson County
Federal Aid Secondary

Trenton, Sept. 22- The Schiavone Construction Co., of Secaucus, with a bid of \$241,134, was low bidder today on construction of a new bridge to carry Palisades Avenue over Ravine Road in Jersey City.

The new bridge will replace a structure that was closed to traffic early last month because of fire damage to auxiliary supports. The bridge is part of the Hudson County and Federal Secondary highway systems.

Its replacement will be made under a contract that will be awarded by the State Highway Department with costs shared equally by Hudson County and the Federal Bureau of Public Roads. The State will supervise the construction operations.

Other bids accepted by the State Highway Department were: Scaletti-Knowles, Pompton Lakes, \$264,949; Grow Construction Co., New York City, \$271,612; Peter W. Kero, Inc., Carlstadt, \$281,541.50; Franklin Contracting Co., Little Falls, \$284,969.60; Ell-Dorer Contracting Co., Irvington, \$289,244.75; Public Constructors, Inc., Blackwood, \$303,598; J. F. Chapman & Sons, Hillside, \$303,844.75; Construction Service Co., Bound Brook, \$315,442; Kuchar Brothers, Montvale, \$325,060; Cauyga Construction Corp., New York City, \$392,532.

Measured along Ravine Road the new bridge will be 202 feet long. It will be of reinforced concrete with prestressed concrete beams providing a clear span of 31 feet across Ravine Road and a 14 foot minimum vertical clearance.

As part of the contract Ravine Road will be resurfaced with bituminous concrete from Ravine Avenue through the bridge area (approximately 400 feet). The finished roadway will be 24 feet wide with a 5-foot wide sidewalk area carried along the north side of the roadway under the bridge.

(more)

1960
PALISADES AVENUE - BIDS
Hudson County
Federal Aid Secondary

An earth fill varying in thickness from two to eleven feet will be placed on top of the bridge and a 265-foot stretch of Palisades Avenue, including an intersection with Boream Avenue, will be reconstructed. The new roadway over the bridge will be 45 feet wide with new concrete curbs and 10 foot sidewalk areas. The roadways will consist of a 3-inch thick layer of bituminous concrete laid on a 7-inch bituminous stabilized base.

Present traffic detours will remain in effect until completion of the new bridge and roadways, which is called for in the job specifications to be accomplished within 110 working days.

All bids will be reviewed by State Highway Department and Hudson County road engineers before the contract is awarded.

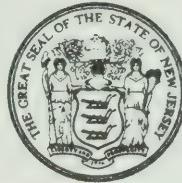
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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURS. P.M.



TUXEDO 2-3000 - Ext. 431-432

1960

ROUTE U.S. 322 - Completion
Black Horse Pike
Atlantic County.

Trenton, Sept. 22 - The New Jersey State Highway Department announced today that all construction within roadway limits of a five mile long Route U.S. 322 (Black Horse Pike) improvement project in Hamilton Township, Atlantic County, has been completed.

The improved portion of the heavily traveled seashore route extends from intersecting Route 50 westward to Weymouth Road. The improvement consisted of widening and resurfacing the existing road to provide a 4-lane highway at a cost of \$1 million.

The new portion is similar to other sections of the Black Horse Pike already completed. The existing 30-foot concrete road was used as a base for part of the expanded highway. An additional 18 feet on one side, and 8 feet on the other now provides a four-lane roadway about 56 feet wide. The widened highway has a bituminous concrete surface and is flanked by new hard-surfaced shoulders ten feet wide.

At Weymouth Road a channelized intersection has been constructed. This type of intersection permits right turns without stopping and left turns from outside the main traffic stream under traffic light control. Acceleration and deceleration lanes 13 feet wide and about 600 feet long have been constructed at this intersection to permit motorists to gain or lose speed when entering or leaving the highway.

Completion of the Route 50-Weymouth construction now provides about 16 miles of continuous Route 322 improvement from Weymouth eastward to the Atlantic City area. Under a previous contract the highway was widened from Route 50 easterly to McKee City Circle at a cost of \$930,000.

(more)

1960
ROUTE U.S. 322 - Completion
Black Horse Pike
Atlantic County.

Another 4.6 mile improvement project joins the west end of the just completed section at Weymouth Road and extends to Blue Anchor Road. Cost of this project, which will start shortly, will be approximately \$960,000. The Department's schedule calls for completion of this section around August 1961.

The Highway Department has allocated \$3.5 million of its 1960-61 construction budget to widen and resurface another nine miles of Route 322 from Blue Anchor Road westerly to the vicinity of Williamstown.

The Black Horse Pike projects are an important part of the State Highway Department's rehabilitation operations designed to improve otherwise outmoded roads to meet 1975. Coming under the Federal Government's program for aid to Primary and Urban Highways costs are shared by State Highway Department and Federal Bureau of Public Roads on a 50-50 basis.

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1970
published in 1972 and 1973
with some additional
material submitted

the author would like to thank the editor, the present editor-in-chief and his assistant
for giving permission to publish this material with no restrictions but most sincerely to welcome
the acceptance of the 1970-1971 publications of this volume during their time.
The original editor's position after the publication of volume 11 was taken
over by Dr. J. R. G. Williams, who has continued the journal's editorial function
and continues to do so. It is now my pleasure to welcome him to the editorship of this journal
and to thank him for his continued support and encouragement of the journal.
I would like to thank the editor-in-chief and his assistant for their support and
encouragement of this journal and for their continued efforts to maintain its quality and
its international character. I would also like to thank the editor-in-chief and his assistant
for their continued support and encouragement of this journal and for their continued efforts to maintain its quality and
its international character.

